

CHOICE.
Amontillado
Sherry
\$17.00 per dozen.
H. PRICE & CO.,
468 12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

Fine Old
FRUITY.
- - -
POB
\$1800 per doz
H. PRICE & CO.,
468 12, Queen's Road.

No. 12,797

號四月四年四零百九千一英

HONGKONG, MONDAY, APRIL 4, 1904.

日九十月二年辰甲

PRICE, \$3.00 Per Month

TO SMOKERS.

DUTCH CIGARS. HAVANA CIGARS.

LA INDUSTRIAS, 85 per Box of 100.
PREDELECTAS, \$15 per Box of 100.
Packed in Boxes of 50, \$7.50.
ANDALUZAS, \$30 per Box of 100.
Packed in Boxes of 25, \$7.50.

MACWEN, FRICKEL & CO.,
3, DUDDELL STREET
Hongkong, April 4, 1904. 2547

Intimations.



GOVERNMENT BILLS

TENDERS FOR SPECIE, BRITISH AND MEXICAN DOLLARS, current in the Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 a.m. on the 6th April, 1904.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bill will be issued for less than £100.

The tenders to be in Duplicate, and to be sealed covers, addressed to the Chief Paymaster, Army Pay Department, and on the back "TENDERS FOR GOVERNMENT BILLS". The right to accept or reject any or all the tenders is reserved.

Copies of Forms of tender can be had on application to
MR. H. FERRELL,
Colonial A.P.D.,
H.M. Treasury Office,
Fletcher Street, Hongkong.
31st March, 1904. 649

NOTICE.

MR. CHRISTIAN SKOTT is authorized to sign our Firm by Procuration on THIS DATE.

H. SKOTT & CO.
Hongkong, April 1, 1904. 643

THE CHINA FIRE INSURANCE CO., LIMITED

NOTICE.

FROM This Date, and during the absence of **MR. GEO. L. TOWLIN** from the Colony, **MR. C. PEMBERTON** has been appointed ACTING SECRETARY to the Company.

E. GOETZ,
Chairman.
Hongkong, March 30, 1904. 639

OLD CHELTONIANS.

AN OLD CHELTONIAN DINNER will be held at the **HONGKONG HOTEL** on MONDAY, the 4th APRIL, 1904, at 7.45 for 8 p.m.

Old Cheltonians desirous of attending are requested to send their names as soon as possible to

T. C. GRAY,
Hon. Secretary,
Hongkong, March 31, 1904. 637

FOR DISPOSAL.

A FAMILY HOTEL in CENTRAL DISTRICT, Well Established and doing Excellent Business. Owner retiring. Apply to

Care of "China Mail" Office,
Hongkong, March 22, 1904. 552

MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY and DRESSMAKING.
CONNAUGHT HOTEL, Rooms 4 and 5,
Hongkong, September 16, 1903. 1904

**THE POPULAR
SCOTCH
IS
BLACK & WHITE**



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
HERALD the PRINCE OF WALES

Supplied at all the leading Clubs and Hotels, and to be obtained from **LANE, BOWEN & CO.,** Queen's Road Central.

Business Notices.

W. S. BAILEY & CO.

Engineers, Shipbuilders, Boilermakers,
Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM LAUNCHES.
Pumps, Packings, General Store and Engineers' Tools of Every Description.

OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS.
20, CONNAUGHT ROAD CENTRAL. KOWLOON BAY.
W. S. BAILEY, M.A.M.E.C.E. E. O. MURPHY, WH. SC. A.M.E.C.E.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.
PLANS, SPECIFICATIONS AND TENDERS.
Consulting and Superintending Engineers and Surveyors.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain R. D. Thomas.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,200 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 2,809 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m.
and 9 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River & Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer
Months the time of leaving fluctuates to suit the tide at Macao. For further
particulars, see special time table.
Departures on Sundays at 12.30 p.m.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE LING-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 568 tons, Captain B. Branch.
s.s. NANING, 568 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the

HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD and SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

THE KOWLOON HOTEL, KOWLOON.

A High-class Tourist's Hotel under Amer-
ican Management. First-class Gui-
dine, Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORNE,
Proprietor and Manager,
Hongkong, January 20, 1904. 135

PURE LINSEED OIL

Awarded Bronze Medal at the Paris
Exhibition, 1900.

Gold Medal at the Indian Industrial
Exhibition 1898, 1900 & 1901.

MANUFACTURED BY
THE GOURPORE CO., LD.,

COLCUTTA,
Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.

W. R. LOKLEY & CO.,
Sole Agents,
HONGKONG.

Cable Address: "LOKLEY," Hongkong.
Hongkong, July 22, 1903. 1519

All over the world

the wonderful stimulating
and sustaining properties
of Bovril are known and
valued. Some of the
greatest scientists of the
age have publicly recom-
mended the use of Bovril.
In Great Britain alone
Bovril is regularly used in
over 1,400 Hospitals and
similar institutions. Bovril
is without a peer.



To be obtained at all Grocers, Chemists,
Hotels, &c., throughout Hongkong, China
and Japan.

榮 CHEE WING & CO., 發

28 & 29, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL

IRON WARE, &c.
STEEL GILDERS and TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

WILLIAM MACLEOD, D.D.S.,
DENTIST.

11 & 12, BEACONSFIELD ARCADE,
Hongkong, September 22, 1903. 1758

DR. NEWELL WILSON,
DR. WILLIAM DANIEL,
DENTISTS.

LATEST "AMERICAN" METHODS.

REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL
(First Floor, WATKINS' BUILDING).
Hongkong, February 18, 1904. 2206

CONNAUGHT HOUSE HOTEL

MR. FREDERICK BISHOP has been
appointed MANAGER of the above
Hotel from 1st APRIL, 1904.

HO PO FAN,
Proprietor.
Hongkong, March 31, 1904. 638

AMERICAN POTATOES,
EX S.S. CHINA.

RED RIVERS and "BIRBANKS"
for Sale by **WOO CHEONG**, Cen-
tral Market.
Hongkong, March 20, 1904. 618

ZETLAND HOUSE,
No. 10, QUEEN'S ROAD CENTRAL.

SUPERIOR ACCOMMODATION.
Moderate Charges.

MRS. WATLING,
Proprietress.

Hongkong, January 14, 1903. 96

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos "Dagger," "Demon," and other well known packings for Piston
Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-
bestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and
Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing
rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
(only best quality kept). Boilers covered with Bell's Composition repay expense of
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insertions, and Rope.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large
Stock of Engine and Cylinder Oils always in hand.

Bell's Asbestos—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2
to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—
does not injure the plates.
Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and
other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers,
Hongkong.
Office, 6 Des Voeux Road,
opposite King Edward Hotel entrance.

LANE, CRAWFORD & CO.

Just Received

NEW SEASON'S STOCK

OF
REAL PANAMA HATS.

EXCEPTIONAL VALUE

\$12.50 to \$25.00 each.

LANE, CRAWFORD & Co.

Hongkong, March 28, 1904.

THE HONGKONG HOTEL.

REPLETE WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.
LARGE AND AIRY RECEPTION ROOMS.
READING AND PRIVATE BILLIARD ROOMS.
2196 EUROPEAN CHEF.

THE GREAT BLOOD MAKER—IRON

IRON is the element that gives richness to the blood, the substance that brings back
the color to faded cheeks and strengthens and invigorates the whole body. Iron
to give these results must be given in the proper form for assimilation.

WATKINS' IRON TONIC

Contains Iron in such combinations that it is readily absorbed. Its value has been
proved by thousands of tests by eminent physicians. If you are pale or anemic or
run down you can count on results by taking this Tonic; \$1.50 per bottle.

TRY ONE MONTH AND SEE THE DIFFERENCE.

WATKINS LIMITED,
Chemists and Druggists.

THE APOTHECARIES HALL,

WATKINS BUILDING.
TELEPHONE 341.

MAC LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS. 938
Hongkong, May 6, 1903.

NOTICE.

THE PARTNERSHIP hitherto existing
between **DR. HILL-WRIGHT** and
myself has This Day been dissolved by
mutual consent. I shall continue to carry
on the Profession of Medical Practitioner
under my own name.
J. H. SWAN,
Hongkong, March 2, 1904. 623

MACAO AND CANTON HOTELS.

A LITTLE HANGER.

THE Round Trip from HONGKONG to
MACAO, then to CANTON and
back to HONGKONG will be found in-
teresting and enjoyable.

MR. FARMER,
Proprietor.
Hongkong, March 1, 1904. 482

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE
HOTEL.

Admiral's Apartments, Billiard Rooms,
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.

Electrically Lighted.
Private Baths (if required).
Electric Passenger Elevator to each Floor.
Tables, Hot & Separate Tables.
For particulars, apply to the

MANAGER.
Hongkong, June 10, 1902. 1137

NOTICE.

MR. HORACE M. BAIN is authorized,
from This Date, to sign our Firm
for procuration.
BAIN & REID.
Hongkong, February 18, 1904.

MRS. CHEUNG,

HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateurs.

ENLARGEMENTS A SPECIAL FEATURE.

BRANCH
HONGKONG HOTEL CORRIDOR.
1687

TANG YUEN.

BOARDING ESTABLISHMENT.
Splendid View of Harbour.

No. 18, MACDONNELL ROAD.

Under European Management.
Apply at the House,
or
At **FAIRALL & CO.,**
Opposite Hongkong Hotel.
Hongkong, June 10, 1903. 97

CARMICHAEL AND OLARKE.

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS,
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. Code, 4th Edition.

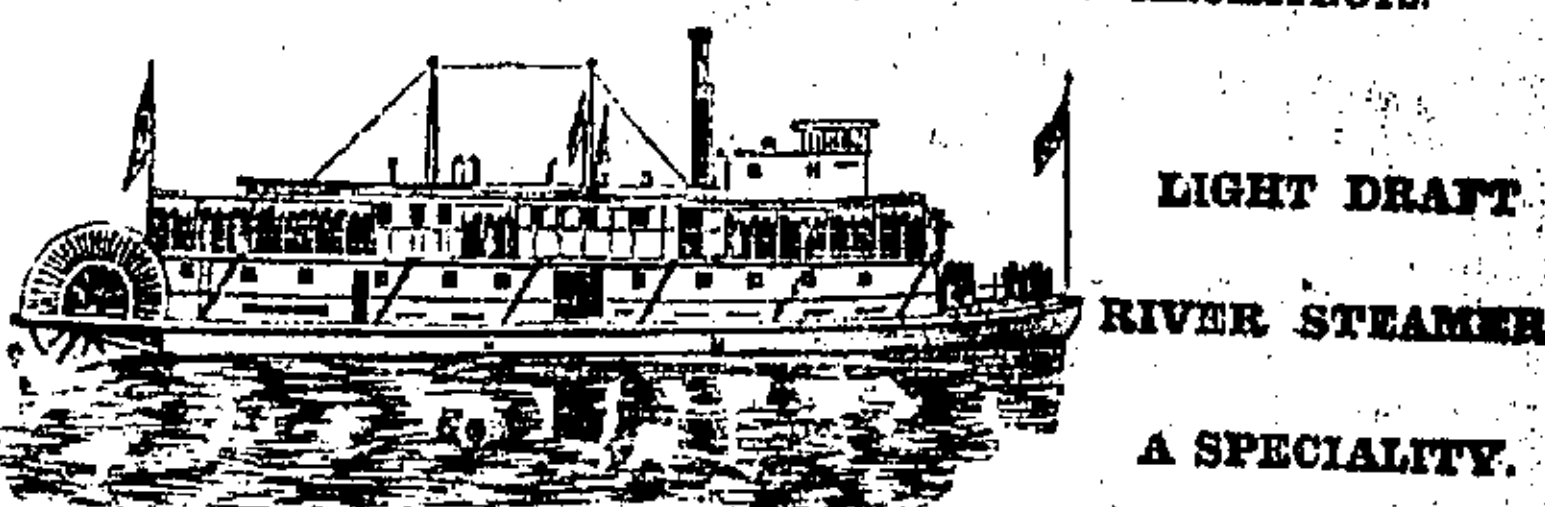
Liber's Standard Code.
TELEPHONE, 232.
Hongkong, March 14, 1903. 563

Business Notices.

HONGKONG MARINE ENGINEERING BUREAU.

E. C. WILKS & CO.

MARINE SURVEYORS,
CONSULTING ENGINEERS AND NAVAL ARCHITECTS.



STEAM WHEELERS.

Mr. W. C. JACK, of the above firm, having already constructed a number of
successful boats of this type, is prepared to supply plans and specifications suitable
for any service. These boats built of either wood or steel can be dismantled after build-
ing in Hongkong and shipped for re-erection at destination.

AGENCIES:—J. & A. NICLAUSSE, Water Tube Boilers.
W. H. ALLEN & SON, Electrical Plant and Centrifugal Pumps.
McDEARMON AND CO., Canadian Asbestos Goods.
Hongkong, January 1, 1904. Telephone No. 356.

GREEN ISLAND CEMENT CO., LD Portland Cement.

In casks of 375 lbs net, \$2.75 per cask, ex Factory

In bags of 250 lbs net, \$2.85 per bag, ex Factory

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glass,
Faving Bricks and Tiles, Fire Bricks and Fire Clay

FIRE CLAY WORKS.—DEEP WATER BAY HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL MANAGERS. 361

Cutler, Palmer & Co., LONDON

(Wine Shippers to China since 1815).

Have always Stocks of their well-known Brands with

Hongkong, 15th July, 1901. **SIEMSEN & CO.,** 1449

CHAMPAGNES

FROM

CHARLES HEIDSIECK

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.

LEMONADE. GINGER ALE.

SARSAPARILLA. RASPBERRYADE.

TONIC WATER. LEMON SQUASH.

FRUIT SYRUPS.
LEMON, LIME JUICE, STRAWBERRY, RASPBERRY, PINEAPPLE, etc.

Special Terms to Hotels, Clubs, Messes, and other Large Consumers.

W. BREWER & CO.

Boys' Own Annual Surplus Stock, Quite New, Reduced to... \$5.00

Manual of Photography, by Bothamley... 80

Photographic Lenses, a Simple Treatise... 80

An Englishwoman's Love Letters... 1.75

Guide Book for Tourists to Japan... 1.50

A Guide to the West River, by Captain Thomas... 1.00

Marriage, by Rev. E. J. Hardy... 1.50

Com. Poets, by Darwin... 1.50

Macaulay's Essays... 1.50

Lavengro, by Borrow... 1.50

Board of Trade Regulations relating to Examination of Engineers in Mercantile
Marine... 48

Shirley, by Charlotte Bronte, Pocket Large Type Edition, Illustrated... 1.00

Tom Brown's School Days, by Hughes... 1.00

Two Years Ago, by Kingsley... 1.00

John Halifax Gentleman... 1.00

David Copperfield, by Dickens... 1.00

Adam Bede, by George Eliot... 1.00

Kenilworth, by Sir Walter Scott... 1.00

Pocket Editions of Shakespeare's Plays... 1.00

Telephone No. 76.

Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants,
12, QUEEN'S ROAD.

MONDAY, APRIL 4, 1904

significantly refused to comply with the action quoted, and had wasted valuable ink and paper on an "Address to the Plaintiff."

The Court ruled any reference to Japanese cruises at Woonung to be irrelevant, and immaterial.

Mr. Hyde said he would not pursue the point. He had said enough.

Mr. O'Shady, hear, hear.

The Court pleaded with counsel to maintain order.

Mr. O'Shady said he was congratulating himself on finding himself in agreement with his learned friend.

This amiable honorable was accepted. Baron Munchausen, called for the prosecution, said he had searched through the file of defendant's paper since the beginning of the century and found no mention of the annihilation of St. Petersburg.

Cross-examined—He had just arrived from a ten years' holiday at the North Pole and met a Baltic squadron under full steam in the Arctic Ocean.

Mr. L. de Rougemont said he had never felt so yellow before as when reading defendant's paper. It made him wish he had been a journalist.

This witness was immediately added to the jury.

Mr. O'Shady said that after the unanswerable evidence put in by the prosecution, he had advised his client to plead guilty and to throw himself on the clemency of the Court. There were extenuating circumstances, which the jury could not fail to discover.

The jury, without leaving the box, returned a unanimous verdict, honourably acquitting the accused.

The President thanked the jury for the close attention they had given to a particularly simple case and excused them from reading defendant's paper for a month of Sundays.

Defendant faintly recovered, and being taken into the Bar enclosure.

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Defendant faintly recovered, and being taken into the Bar enclosure.

NESTLÉ'S FOOD
FOR INFANTS & INVALIDS
PERFECT SUBSTITUTE FOR MOTHER'S MILK

CARBONIC ACID
in iron drums
ALWAYS IN STOCK AT MODERATE PRICES.
Special Arrangements for Season-Contracts.
GROSSMANN & Co.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN OIL
ALL KINDS OF WORK DONE FOR AMATEURS.
23 QUEEN'S ROAD CENTRAL.

Good morning! Have a Cigar?
MEXICAN PLANTERS.
Thank you! This Mexican is nice!
Yes. But see that the signature of DRESSLINGS and NIEUWENHUYSEN is on every box, and do not be put off with any other.

Milkmaid BRAND Milk
Guaranteed Full Cream.
Largest Sale in the World.

ST. JACOBS OIL
ACTS LIKE MAGIC!
CURES
Lumbago, Sciatica,
RHEUMATISM,
Gout, Neuralgia,
Sprains, Bruises,
Soreness, Stiffness,
Price 1/1½ and 2/6 per Bottle.
CONQUERS PAIN!

HOLLOWAY'S OINTMENT
Is an unfailing Cure
For Old Wounds,
Sores, Piles,
Fistulas, Bad Legs,
Bad Breasts,
AND
EVERY FORM OF SKIN DISEASE.
Manufactured only at
75, New Oxford Street, London. Sold by all Medicine Dealers.

USED IN THE
IMPERIAL
and
ROYAL FAMILIES.
RECOMMENDED BY THE
MEDICAL FACULTY
THROUGHOUT THE
WORLD.
To be had from all
Respectable Chemists
and Dealers.

THE COMMERCIAL LAW AFFECTING CHINESE;
With Special Reference to
PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS IN
HONGKONG.
(Reprinted from the China Mail.)
For Sale at the China Mail Office,
Price 50 cents.

Bangkok Times.
THE LEADING NEWSPAPER
IN SIAM
And widely circulated in Malaya, Ceylon,
China, the Straits Settlements,
and Burma.

DAILY NEWSPAPER, with a weekly Mail
Edition (20 pp.)
Subscription, DAILY (postage extra),
Ticals 60 a year.
WEEKLY, including postage, £2 p.a.
ADVERTISING RATES: For inch (8 lines),
Ticals 2, one insertion; Ticals 4 cents
50, three times; Ticals 6 cents 75,
week; Ticals 14 cents 47, a first
month; subsequent months, Ticals
cents 23.

A UNIQUE FEATURE of the "Bangkok Times" is its Siam version. Thus the advertiser is enabled to talk as it were with the Siamese in their own tongue without knowing one word of it, the "Bangkok Times" doing the translations required. Comete Decidde Kersaint Montcalm Pascal Redoubtable Styx Surprize Takou Yabuan Vigilant Vipera

PRINTING
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Artistic Printing
Done with Neatness and
Despatch
At Moderate Prices.
Programmes.
Company Reports.
Business Circulars.
Bills of Lading, etc.

na Mail Office
5 WYNDHAM STREET
HONGKONG.

His Britannic Majesty's Ships on the China Station

Name	Class	Tonnage	Gun	H.P.	Captain	Last reported at
Albion	deep-sea vessel	1700	—	3000	Comdr. O. de B. Brock	Hongkong
Albion	battleship, 1st class	12,000	18	18,000	Captain T. H. M. Jorran	Hongkong
Albion	cruiser, 1st class	10,000	16	14,000	Comdr. R. Nugent	Hongkong
Albion	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham C.V.O.	Hongkong
Albion	gunboat, 1st class	710	4	1800	Captain F. G. Stanford	Hongkong
Albion	gunboat, 1st class	710	4	1800	Lieut.-Comd. F. M. Lowe	Hongkong
Albion	battleship, 1st class	10,000	14	13,000	Lieut.-Comd. T. D. Pratt	Hongkong
Albion	cruiser, 1st class	12,000	14	21,000	Captain Fegan	Hongkong
Albion	cruiser, 1st class	900	—	300	Captain Henry M. Tudor	Hongkong
Albion	water tank and tug	6000	11	9000	Captain Robert H. S. Stokes	Hongkong
Albion	cruiser, 2nd class	1070	10	1400	Comdr. Ernest Barton	Hongkong
Albion	sloop	360	6	5700	Comdr. P. V. Lawes, D.S.O.	Hongkong
Albion	torpedo boat destroyer	1580	12	5200	Captain W. A. Carter	Hongkong
Albion	cruiser, 3rd class	12,000	16	13,500	Lieut.-Comd. H. L. Woll	Hongkong
Albion	battleship, 1st class	275	6	4000	Comdr. J. D. Dainton	Hongkong
Albion	torpedo boat destroyer	275	6	4000	Lieut.-Comd. C. A. Asser	Hongkong
Albion	torpedo boat destroyer	1540	—	800	Lt.-Comd. G. B. Fawell	Hongkong
Albion	torpedo boat destroyer	280	6	3900	Hon. N. G. Webster	Hongkong
Albion	torpedo boat destroyer	—	—	—	Lt.-Comd. R. F. F. Fawell	Hongkong
Albion	river gunboat	14,100	—	31,500	Captain R. F. Fawell	Hongkong
Albion	cruiser, 1st class	180	2	900	Lt.-Comd. G. G. G. G. G.	Hongkong
Albion	battleship, 1st class	12,000	16	13,500	Lt.-Comd. G. G. G. G. G.	Hongkong
Albion	gunboat, 1st class	330	6	1400	Comdr. W. H. Nicholson	Hongkong
Albion	torpedo boat destroyer	1015	6	650	Captain Morris H. Smyth	Hongkong
Albion	sloop	835	6	650	Comdr. J. St. A. W.	Hongkong
Albion	surveying vessel	980	10	1400	Lt.-Comd. John J. Iven	Hongkong
Albion	sloop	85	2	240	Comdr. T. Jackson	Hongkong
Albion	river gunboat	980	6	240	Capt. G. H. H. Moore	Hongkong
Albion	sloop	85	2	240	Lt.-Comd. Davidson	Hongkong
Albion	river gunboat	3600	8	9000	Fleet Reserve	Hongkong
Albion	cruiser, 2nd class	85	2	240	Captain Lewis Bayly	Hongkong
Albion	river gunboat	365	6	6300	Commodore Dickson	Hongkong
Albion	torpedo boat destroyer	280	6	6500	Comdr. J. A. G. Wilkinson	Hongkong
Albion	torpedo boat destroyer	5600	11	9800	Lieut. Forbes	Hongkong
Albion	receiving ship	4650	6	—	Capt. Leslie Stuart, C.M.G.	Hongkong
Albion	river gunboat	180	2	800	Comdr. S. St. John Farquhar	Hongkong
Albion	cruiser, 2nd class	3400	8	9000	Lieut.-Comd. A. B. Barker	Hongkong
Albion	coast defence gunboat	365	8	13,500	Lt.-Comd. Ernest C. Hard	Hongkong
Albion	battleship, 1st class	12,000	16	14,000	In Reserve	Hongkong
Albion	sloop	355	6	6300	Lieut.-Comd. Hugh Somerville	Hongkong
Albion	torpedo boat destroyer	620	—	450	Lieut.-Comd. Wason	Hongkong
Albion	surveying ship	360	6	5900	—	Hongkong
Albion	torpedo boat destroyer	160	2	550	—	Hongkong
Albion	river gunboat	160	2	550	—	Hongkong

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief

* Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.						
Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Aspern	Austrian cruiser	2437	18	7300	Capt. Friedrich Grunzenberzen	Shanghai
Kaiserin Elisabeth	Austrian cruiser	4000	—	—	Captain Mirth	Shanghai
Acheron	French gunboat	1798	—	—	Captain Leferrere	Shanghai
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Shanghai
Alouette	French gunboat	475	3	450	Capt. Crespin	Shanghai
Alouette	French gunboat	580	—	—	Commodore Journef	Shanghai
Alouette	French gunboat	8018	18	—	Lieut. Haron	Shanghai
Alouette	French gunboat	625	—	—	Capt. Lefevre	Shanghai
Alouette	French gunboat	640	—	—	Captain V. Poldine	Shanghai
Alouette	French gunboat	1253	8	2200	Commodore Louet	Shanghai
Alouette	French gunboat	470	—	—	Commodore Gouthell	Shanghai
Alouette	French gunboat	9700	12	18,000	Capt. Le Gollere	Shanghai
Alouette	French gunboat	4015	27	8500	Capt. Béne	Shanghai
Alouette	French gunboat	9437	8	6000	Captain Aros	Shanghai
Alouette	French gunboat	1798	10	—	Capt. Hurst	Shanghai
Alouette	French gunboat	829	2	900	Captain Stube	Shanghai
Alouette	French gunboat	—	—	—	Capt. Vincent	Shanghai
Alouette	French gunboat	—	—	—	Captain Thomas	Shanghai
Alouette	French gunboat	—	—	—	Lieut. Gaillard	Shanghai
Alouette	French gunboat	—	—	—	Captain Blondel	Shanghai
Alouette	French gunboat	—	—	—	Lieut. Carol	Shanghai
Alouette	French gunboat	400	4	441	Capt. Villeneuve	Shanghai
Bussard	German flag ship	11,000	36	14,000	Comdr. Huss	Shanghai
Furst Bismarck	German cruiser	1775	15	2800	Captain Prove	Shanghai
Goer	German cruiser	6000	34	10,000	Comdr. von Studnitz	Shanghai
Hansa	German cruiser	8000	37	10,000	Capt. von Sommera	Shanghai
Hertha	German gunboat	1000	10	1300	Capt. Baron M. Hülsem	Shanghai
Ilis	German gunboat	900	10	—	Comdr. Wilbrandt	Shanghai
Jaguar	German gunboat	1839	10	—	Comdr. Kroencke	Shanghai
Luchs	German gunboat	1640	15	8500	Comdr. Jasper	Shanghai
Miere	German gunboat	900	10	1300	Comdr. Pontius	Shanghai
Saender	German gunboat	—	—	—	Comdr. Deimling	Shanghai
Tiger	German gunboat	—	—	—	Lieut.-Comdr. von Welte	Shanghai
Vorwaerts	German gunboat	—	—	—	Captain Dick	Shanghai
Thetis	Italian cruiser	2730	30	7471	Captain Volcetti	Shanghai
Elba	Italian cruiser	2427	24	12,000	Captain Duerne	Shanghai
Piemonte	Italian cruiser	4600	34	6820	Captain Zevi	Shanghai
Veneto	Italian cruiser	6500	18	13,400	Capt. Cali	Shanghai
Vettor Pisani	Italian cruiser	—	—	—	—	—
Die Zaire	Portuguese gunboat	750	—	—	Captain Diego de Sa	Hongkong
Alouette	Russian gunboat	810	6	730	Capt. F. J. Barboza L. a	Hongkong
Alouette	Russian cruiser	2800	5	4700	Comdr. Guntz	Vladivostok
Alouette	Russian cruiser	6000	27	—	Comdr. Gramatikof	Vladivostok
Alouette	Russian cruiser	7800	10	16,500	Capt. Reinscheldt	Vladivostok
Alouette	Russian cruiser	3200	6	—	Comdr. Erjokovitch	Vladivostok
Alouette	Russian gunboat	1050	8	1150	Capt. Nasarowsky	Vladivostok
Alouette	Russian gunboat	6640	12	—	Comdr. Yagorlief	Vladivostok
Alouette	Russian gunboat	6731	6	1700	Comdr. Zagoransky	Vladivostok
Alouette	Russian gunboat	1456	3	3500	Capt. Jessen	Vladivostok
Alouette	Russian gunboat	500	6	2000	Comdr. Shumoff	Vladivostok
Alouette	Russian gunboat	12,384	44	14,500	Comdr. Novakowsky	Vladivostok
Alouette	Russian gunboat	1000	6	1000	Comdr. Ginter	Vladivostok
Alouette	Russian gunboat	1213	7	1500	Comdr. Ginter	Vladivostok
Alouette	Russian gunboat	1224	7	1400	Comdr. Ginter	Vladivostok
Alouette	Russian gunboat	10,206	12	9000	Comdr. Ginter	Vladivostok
Alouette	Russian cruiser	3000	6	17,000	Comdr. Ginter	Vladivostok
Alouette	Russian gunboat	1490	6	2000	Comdr. Ginter	Vladivostok
Alouette	Russian gunboat	6731	12	—	Captain Korolef	Vladivostok
Alouette	Russian gunboat	12,374	15	14,500	Captain Zagarlief	Vladivostok
Alouette	Russian gunboat	10,160	16	10,000	Capt. Zagarlief	Vladivostok
Alouette	Russian gunboat	12,374	15	14,500	Capt. Zagarlief	Vladivostok
Alouette	Russian gunboat	10,160	16	10,000	Capt. Zagarlief	Vladivostok
Alouette	Russian gunboat	1384	10	1788	Comdr. Zagarlief	Vladivostok
Alouette	Russian gunboat	12,305	16	16,000	Captain Repelrenipof	Vladivostok
Alouette	Russian gunboat	12,305	16	16,000	Capt. Matusevich	Vladivostok
Alouette	Russian gunboat	10,225	28	12,250	Capt. Serebrennikof	Vladivostok
Alouette	Russian gunboat	850	2	1155	Lieut.-Comdr. Ivanof	Vladivostok
Alouette	Russian gunboat	1050	8	1130	Comdr. Ginter	Vladivostok
Alouette	Russian gunboat	12,900	38	16,310	Capt. Bahr	Vladivostok
Alouette	Russian gunboat	650	27	20,000	Capt. Zagarlief	Vladivostok
Alouette	Russian gunboat	1230	15	1194	Comdr. Abramoff	Vladivostok
Alouette	U. S. cruiser	3600	—	—	Capt. Dyer	Shanghai
Alouette	U. S. cruiser	1000	6	1227	Capt. Robber	Shanghai
Alouette	U. S. cruiser	225	—	—	Lieut. M. L. Miller	Shanghai
Alouette	U. S. cruiser	3213	—	—	Capt. H. E. Mason	Shanghai
Alouette	U. S. gunboat	1190	—	1800	Captain Denfield	Shanghai
Alouette	U. S. gunboat	640	—	—	Lt. Comdr. J. Hood	Shanghai
Alouette	U. S. gunboat	1392	8	1888	Comdr. Staunton	Shanghai
Alouette	U. S. gunboat	11,000	41	10,000	Captain R. M. Berry	Shanghai
Alouette	U. S. gunboat	3990	6	5000	Captain Mahan	Shanghai
Alouette	U. S. monitor	1970	6	350	Comdr. Denfield	Shanghai
Alouette	U. S. gunboat	4284	4	5244	Comdr. W. H. Beebles	Shanghai
Alouette	U. S. monitor	9457	20	—	Comdr. Sperry	Shanghai
Alouette	U. S. cruiser	10,338	45	—	Captain Burwell	Shanghai
Alouette	U. S. cruiser	4000	—	—	Comdr. G. B. Dyer	Shanghai
Alouette	U. S. cruiser	3213	—	—	Captain R. M. Berry	Shanghai
Alouette	U. S. cruiser	1000	18	1118	Comdr. Marshall	Shanghai
Alouette	U. S. cruiser	400	—	—	Lieut. E. C. Bartolotta	Shanghai
Alouette	U. S. gunboat	1597	8	1854	Comdr. U. R. Hazle	Shanghai
Alouette	U. S. gunboat	—	—	—	—	—

* Flagship of Rear-Admiral E. D. Evans.

There is also a P. H. Oppens U. S. Squadron, Commanded by Rear-Admiral P. H. Cooper.

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The Weather will be

Exceedingly Cold

You pass Port Said on your way Home
warmer, and colder still should you go
S.A. or Canada. Yet you cannot
lose the splendour of the Mediter-
ranean Sea by night, therefore,
WELLING RUG becomes a neces-
sity. M. POWELL, LTD., are
able to supply Fine

Ch Rugs from \$8 50
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they also Stock all other Travelling
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now opened out, and other bargains
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in the Colony.

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Extra Quality,
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\$54.00 per Case Bottles.
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H. PRICE & CO.,

WINE MERCHANTS,

18, Queen's Road Central

MEMOS. FOR TO-MORROW.

Auction.

"Auction of Crown Lands at the
Public Works Department's Office."
Miscellaneous.

Goods per Memorandum not cleared on this
date subject to rent.

General Memoranda.

TUESDAY, April 6:—

11.30 a.m. Meeting of Shareholders of
Green Island Cement Co., Ltd., in the
General Manager's Office.

11 a.m. Government Bills received by
Chief Cashier, Army Pay Depart-
ment.

6 p.m. Meeting of Hongkong Club
House.

THURSDAY, April 9:—

Noon. Auction of Leasehold Prop-
erty at No. 8, Queen's Road Central.

MONDAY, April 11:—

Transfer of Stocks of The Yangtze In-
surance Association Ltd., at the Head
Office.

THURSDAY, April 21:—

1.30 p.m. Meeting of The Yangtze In-
surance Association Ltd., at the Head
Office.



A. S. WATSON & CO.,

LIMITED.

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WINE & SPIRIT MERCHANTS.

SCOTCH

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WATSON'S

Celebrated
E BLEND

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Scotch Whisky.

A Blend of the Finest WHISKIES
distilled in SCOTLAND, of great age, very
fine and mellow.

Pronounced by connoisseurs to be the
BEST BLEND in the FAR EAST.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

March 19, 1904.

BIRTHS.

On the 28th March, at 10, Harrington
Garden, London, the wife of W. BAUCK
ROBERTSON, of Shanghai, of a Son.

MARRIAGE.

On the 6th March, at Loakal, Tonkin,
CAMILLE ADRIEN DE WIEZ, Yunnan Rail-
way, to Mrs JEANNE SEEBERG, widow of
the late J. L. Seeborg, of the Imperial
Chinese Customs, Shanghai.

DEATHS.

On the morning of 30th March, at the
Missionary Home, Shanghai, MARGARET,
relict of the late James Daisiel, in her
67th year.

On the 5th March, at the Victoria
Nursing Home, Shanghai, FREDERICK
WILLIAM SHERRIFF, aged 44 years.

The publication of this issue commenced
at 2.00 p.m.

The China Mail.

HONGKONG, MONDAY, APRIL 4, 1904.

EDITORIAL COMMENT.

It is difficult to see
any objection to the writer
of a letter in to-day's
Daily Press on 'The Hill District
Reservation' has to serve. One thing
is evident, however, the writer has a
mistaken idea of the petitioners for a
reservation at the Peak, and does them
such a flagrant injustice that we con-
sider it advisable to prevent misappre-
hension in the minds of others. The
tugget in the Daily Press correspon-
dent's mind is that the 'Taipans' wish
to keep the Peak District to themselves,
that they wish to keep the low-salaried
Europeans on the lower levels, that they
are concerned in the Peak District
only and have not taken into considera-
tion the advisability of having reserva-
tions elsewhere in the Colony. Now,
we know that this is absolutely
incorrect, and as consistent upholders
of the cause of the low-salaried Euro-
peans we would seek to assure them
that their interests have not been
overlooked, but are bound up in the
success of the present attempt to
legislate for reservations. In the
article in which we dealt with this
question on the 28th ult., we said:
'The Peak lends itself readily to such
a scheme, but in time, we hope to see
the principle extended to other portions
of the Colony. With the prospective
growth which everyone predicts for
Hongkong, it is obvious that the
business centre of the city is
fast becoming restricted to permit of any
expansion, while the residential
portion on the island and on the Tsim
Shantung peninsula cannot possibly pro-
vide the necessary additional accom-
modation, which ought to go on coin-
cident with the expansion in the
European population.' While legisla-
tion is directed in the first instance
towards the reservation of the Peak
District, the needs of other Europeans
in the community are not ignored,
and if these can only be brought
together as the Peakites have been, in
one course, doubtless, their case will
also be considered. The correspond-
ent of the Daily Press concludes his
letter as follows:—'If there is to be
any legislation in the direction indi-
cated in the petition surely it would be
better to experiment in Kowloon (if
the central district of Victoria is to be
put out of consideration), where the
workers who make the backbone of
'the Empire' will have to be housed
as the growth of the Colony goes on.
This sentence is sufficient to show
that the writer is either a newcomer
to the Colony or that he is ignorant
of what has been happening during the
past few years. The experiment
he advocates has been tried at Kow-
loon, and with such success as to
warrant a similar experiment at the
Peak. The reservation at Kowloon,
unfortunately, lacks one thing: it has
not been sanctioned by legislation.
But, thanks to judicious official action,
the area lying to the East of Robinson
Road, and bounded by the harbour on
the south and the Rifle Range on the
north, has been kept clear of Chinese
residences, and is the only part of the
Kowloon Peninsula fit for European
residence, within reasonable limits.
We would willingly see the Kowloon
reservation legislated, and we hope the
blundering advocacy of the Daily Press
correspondent will not have the effect
of defeating that very laudable object.

We regret to hear that the Chinese,
although the proposed legislation is in no
way directed against them, have taken
umbrage at the Ordinance, and that
the editors or proprietors of some of
the native newspapers have telegraphed
to the Colonial Office intimating
opposition to the measure. If our

information is correct, and we believe
it is, then it is obvious that the
new element in Hongkong politics
which was brought into such pro-
minence by Sir Henry Blake while he
was Governor of the Colony is to
become a pernicious element. If
Europeans are to be prevented from
adopting measures for their health
and comfort because of the bugbear
of a non-European majority, then a
change is about to occur in Hongkong
life which may have very detrimental
effects upon the Colony's future. As
we have said on many occasions, the
success of the Colony of Hongkong
has been due, primarily, to the Euro-
peans; it is the impetus which they
give that keeps the Colony in the van
of progress; and it is absolutely essen-
tial for its future prosperity that the
Europeans should be allowed to live
under healthy conditions approximating
as near as may be to the conditions
of the homelands from which they are
recruited for service in this sub-tropical
Colony. Above all things, it is highly de-
sirable that the authorities in Hongkong
should understand that it is quite as
essential that the British element
should be kept alive in Hongkong as it
is in Malta, and if they do not awaken
to this fact now the ultimate result
will be highly prejudicial to the in-
terests served by the British Empire in
this quarter of the globe.

LOCAL AND GENERAL.

Serious Accident.

Col. W. E. G. Forbes, of the War-
wicks, now acting Assistant Adjutant-
General, Madras, has met with a nasty gun
accident at his residence in Fort St.
George. The muscles of his left thumb
were injured and two of his fingers
were lacerated. He was immediately at-
tended to by one of the Surgeons in the
Fort and was then removed to the General
Hospital.

Motor Car Record.

The Standard of February 27 states:—
J. W. Stocks accomplished the task on
Friday and Saturday of driving a 12-h.p.
motor car from London to Edinburgh with-
out a stop. The 400 miles he accomplished
in 24 hours 17 minutes, being an average
of three and a half minutes per mile all the
way. Stocks encountered terrific weather
on the borders. At one point the snow
was a foot deep, and at another he was
ice-bound.

A Postal Scandal.

The N.C. Daily News of the 28th ult.
says:—An incident that occurred the last
mail night (Friday) at the British Post
Office will perhaps explain why letters pro-
perly stamped and posted for home some-
times fail to arrive. A gentleman was
trying to post a letter, but the box was so
full that he could not get it in. An obliging
Chinese man entirely unconnected with the
Post Office, came to his assistance. He
put in his hand pulled out a big handful
of letters and then inserted the one that
had hitherto failed to get admission, sub-
sequently examining all the others back.
Any passing coolie who has an avidity for
unused postage stamps, or a curiosity as to
the contents of foreign letters, can satisfy
his longings with impunity by visiting the
box at the British Post Office on a mail
night. On the night in question, through
the exertions of a public-spirited foreigner
who was passing, a municipal policeman was
at last obtained to mount guard over His
Majesty's mails.

Lord Roberts.

The author of 'Belle's Letters'
writes in The World:—People are indig-
nant at the treatment Lord Roberts seems
to have received at the hands of the new
military authority. There seems to be no
doubt that he did get the same official
letter which everyone received, saying
that no orders were to be issued by the
Commander-in-Chief, whose office had been
abolished, but that the new War Office
Council were to be the authority. There
was great consternation in high quarters,
and many people were reprimanded and
many apologies made; but the natural
feelings of wounded pride, and a sense of
ingratitude, not at the change of office
being made, but at the manner in which it
was carried out, have roused the entire
sympathy of everyone. The Queen saw
Lady Roberts the other day to say good-
bye, and to express her gratitude for all the
help she had given her in her nursing work,
and gossip says it was a very sympathetic
and tearful meeting. The Queen is always
kind and full of gratitude, and we may be
sure Lady Roberts found all the consolation
that was possible in that interview. Lord
Roberts is looking very well, though he
does not drive out yet; but he was walking
the other day down the street, in front of
me, and he looked as active as if he was
quite a young man.

Sick Babies in Summer.

It is during the warm months of summer
that mothers have to be most careful
of their little ones, and at the first unusual
looseness of their bowels should give the
little sufferer a dose of Chamberlain's
Colic and Diarrhoea Remedy. This Re-
medy has been in constant use for over
thirty-five years, and is without question
the best and safest remedy in use to-day
for Diarrhoea and all Bowel Complaints.
A bottle should be kept in every house for
such emergencies. Get it to-day; it will
save trouble later on. For sale by all
chemists and medicine vendors; WATKINS
LTD., General Agents.

LOCAL AND GENERAL.

Notes by the Way.

H.M.S. *Leridan* arrived at Yoko-
hama from Hongkong on the 20th ult.

Mrs McGee and the American nurses
were to leave Seattle on the 30th ult. for
Japan.

Colonial H. E. Selator's appointment as
Quarter-Master-General for India is
confirmed.

The Mikado has conferred on Mr
Wang Kai-kah the second-class Order of
the Rising Sun.

The *Kobe Herald* of the 24th ult., says
that 22 war correspondents had embarked
in a transport at Ujina.

Mr F. H. Hunter, formerly of the firm
of E. H. Hunter & Co., Kobe, died at home
on the 10th ult., aged 57.

A recent gale carried away about 89
feet of the Times Marconi pole at Weihai-
wei, but it is still useful.

The directors of the Shanghai Ice Co.
recommend the payment of a dividend of
five per cent for the past year.

It is said the Japanese were using
some of the shells taken from the *Man-
churia* to bombard Port Arthur with.

Lieut. Colonel Watts, commanding the
Sherwood Foresters, has gone to Shanghai
to inspect the Volunteer Corps there.

The O.S.K. has ordered from the
Mitsui Bishi shipyard at Nagasaki a 1,660
ton steamer to replace the burnt *Tahung-
Maru*.

Four American bluejackets are now in
custody in Shanghai in connection with the
stabbing of a negro. The men belong to
the Cincinnati.

The *Peking and Tientsin Times*, hither-
to the property of a private syndicate, has
been taken over by a Limited Liability
Company (British).

The Shanghai Mercury hears from Wei-
haiwei that Mr B. J. Price, formerly of
Chefoo, who has lately returned from
home, is dangerously ill.

Mr W. H. Morse, one of the original
partners in the well-known firm of Smith,
Baker & Co., of Kobe and Yokohama, has
died in New York, aged 64 years.

In spite of the severe bombarding to
which Port Arthur is being subjected, it is
stated that the theatres and restaurants are
open as usual and that bands play in the
park.

H. M. S. *Leridan*, the Italian cruiser
Padua, and the Japanese gunboat *Amagi*
fired each 101 minute guns at noon on the
22nd ult. in honour of the late Duke of
Cambridge.

The P. and T. Times believes that Sir
Robert Hart has required all Russians and
Japanese in the employ of the Imperial
Maritime Customs to sign declarations of
strict neutrality during the Russo-Japanese
war.

A Fatal Fall.

Mr F. R. Spence, for some time
employed by Messrs Brewer and Company
as an assistant, and more recently in the
employ of the Imperial Chinese Customs,
fell from the second story of a building at
the corner of Zetland Street and Queen's
Road, into a lane at the rear on Saturday
night. From particulars available it
appears that Mr Spence lodged in a room
off the second floor of the Customs' build-
ing, and that he retired to bed late on
Saturday night. Of his subsequent move-
ments nothing is known until his body was
found by a policeman in the lane. He was
then unconscious, but died almost im-
mediately afterwards. The police took
charge of the body and it was taken to the
public mortuary. The deceased was a
brother-in-law of Mr Brand of the Naval
Yard. He was well-known and respected
by all who knew him. He came out to the
colony about three years ago.

Bowling Green Opened.

The Kowloon Bowling Green was
officially opened on Saturday afternoon in
the presence of the members of the Club
and their friends. The green was in
splendid condition and the sides were
decorated with flags, etc. The band of the
3rd Burma Regiment was in attendance
and rendered various selections during the
afternoon. Tea was served, and at the con-
clusion of the games Mrs Jack presented
the prizes to the following winners in the
Gentlemen's Cup:—Messrs T. W. Robertson
and J. Kyles, J. Parkes and J. Galt, A.
Kinross and W. Ramsay, A. Milroy and
J. C. Gow, J. Ramsay and W. J. Piddappa,
J. Guy and E. E. H. Pollock. In the
Ladies' and Gentlemen's competition the
following were the winners:—Mrs
Milroy and Mr J. Macdonald, Mrs Majet
and Mr J. Parkes, Mrs Kerr and Mr J.
Galt, Mrs W. Ramsay and Mr A. Ewing,
Mrs Jack and Mr J. C. Gow, Miss Guy and
Mr T. W. Robertson. The Championship
Cup for 1903 presented by Mr W. C. Jack,
was won by Mr A. G. Ewing, with Mr A.
Ritchie second and Mr T. W. Robertson
third. Mr W. M. Deas played the largest
number of games during the season.

BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
SUPPLIED BY REUTER, HIS BOMBAY.

(Received April 2, 8.15 a.m.)

THE RUSSO-JAPANESE WAR.

PORT ARTHUR AGAIN ATTACKED.

LONDON, April 2.
The London *Morning Post's* Tokio
correspondent states that another
attack has been made on Port Arthur.
On the night of March 30 and on the
morning of March 31, the Japanese
squadron descended on Port Arthur,
with the object of ascertaining the
result of the recent attempt to block
the harbour entrance. It is believed
that the attempt was fairly successful.

THE LAND FORCES.

RUSSIANS RETIRING.

Horses Dying from Bad Food.
A telegram from Seoul says that the
Russian cavalry is retiring to Wiju.
The Russian army is in a distressed
condition, and the horses are dying
from the lack of proper food.

AN ATTACHE'S OPINION.

Russians Losing Opportunities.
General Allen, American Army At-
taché, declares that throughout the
country the Russians are losing splendid
opportunities by not taking advantage
of the natural obstacles which beset the
advance of the Japanese, to oppose the
enemy.

Evidently, he says, they intend to
fall back on the Yalu River, and there
make a stand.

THE BRITISH IN TIBET.

THE LONDON PRESS ON THE QUESTION.

Lhasa the Destination.
The London *Standard* insists that the
present Mission in Tibet must not turn
back until Lhasa has been reached,
and a British Agent established there.
It has become almost peremptory that
an Agency should be formed.

The *Daily Telegraph* says that if the
Tibetans refuse to enter into negotia-
tions with the British at Gyantse,
then the Mission would undoubtedly
have to continue its advance.

The *Morning Post* urges that the ad-
vance of the Mission must be continued
until its object has been fully accom-
plished.

[REUTER'S SERVICE.]
THE WAR.

LONDON, April 1.
The Russian Commissariat is sending no
food stuffs to Manchuria, but is relying
entirely on the plentiful local supplies of
cattle and grain which have been ac-
cumulating at Harbin.

INTERNAL TROUBLE IN KOREA.

The unruly elements in Korea are giving
trouble, and the country is not safe outside
the Japanese lines.

GERMAN MAIL DISABLED AT ADEN.

The P. & O. str. *Marmora* takes on the
passengers of the *Oldenburg* which is at
Aden disabled.

FIGHTING IN THIBET.

Reuter's correspondent at Tuna wires
that the Thibetans asked the British
Mission to retire, which Colonel Younghus-
band refused to do, and two engagements
were fought in which the Thibetans suffered
most severely, their dead lying in heaps.
The Thibetans eventually fled to the hills,
but a small force of 50 or 60 men, obstinate-
ly held their camp at Guru, which was
finally gallantly captured by the Mounted
Infantry and Ghorckas.

The *Times* correspondent at Luma says
it is significant that three of Thibetan
generals' escorts were armed with rifles
bearing the Russian Imperial Stamp.

LONDON, April 2.

An official report says that the Thibetans
lost 300 killed, many wounded, and 200
prisoners were taken in the recent fight.
The British loss was 9 wounded.

The newspapers hope that this sharp les-
son to the Thibetans will render further
bloodshed unnecessary.

CHINA'S NEUTRALITY.

The Chinese Legation at St. Petersburg
declares that China is sincerely and firmly
resolved to observe neutrality, from which
she will only depart in the event of
the violation of Chinese territory by the
Russians or Japanese.
[This is somewhat amusing when it is
remembered that Manchuria is Chinese
territory and, therefore, presumably
neutral.—Ed. C.M.]

TELEGRAMS.

THE ANTARCTIC EXPEDITION.

LONDON, April 1.
All three antarctic vessels, the *Discovery*,
Morning, and *Terra Nova* have arrived at
Lyttelton (New Zealand). The *Morning*
and the *Terra Nova* reached the *Discovery*
on the 14th February, finding all well on
board. The *Discovery* explorers continued
their scientific work throughout the winter
of 1903, and the spring found them all in
excellent health and spirits. They ascer-
tained that the interior of Victoria land is
continuous as a height of 9,000 feet and is
evidently a vast continental plateau.

THE 'VARIAG' AND 'KORSETZ'.

Arrival of Crews in Russia.
The crews of the *Variag* and *Korsetz* have
arrived at Odessa, receiving a triumphal re-
ception.

[N.C. DAILY NEWS' SERVICE.]

ILLNESS OF A CONSUL.

Kobe, March 27.
Mr Samuel S. Lyon, U. S. Consul, had
an apoplectic stroke when in his bath this
morning. His condition is hopeful.

PRINCE PUN LUN.

Tokio, March 30.
Prince Pun Lun left Yokohama for San
Francisco to-day per O. & O. S. *Gaio*.

SINKING A JAPANESE COASTER.

It is officially announced that the *Hanyei
Maru*, a small Japanese steamer, was
chased by the Russian squadron from Port
Arthur on the morning of the 26th instant
off the Misotou Islands. Ten Japanese
and seven Chinese were taken. The
captain and two sailors fled to Chefoo in a
junk. The Russians subsequently returned
to Port Arthur.

LOCAL AND GENERAL.

The First Gymkhana.

The first Gymkhana will be held at
Happy Valley on April 23, entries for
which close on April 13. The programme
is published in our advertising columns.

New Church Bells.

The first peal of the new bells at the
Roman Catholic Church rang out yesterday,
and at once the excellent tone was noted.
The occasion was the Easter Sunday ser-
vice, which was conducted by Bishop
Pizzoli.

Commandeering Horses.

The Russian troops suddenly raided the
Native City of Kirin recently in search
of horses, the Russian commander demand-
ing 1000. But only 500 could be raised
after the yamen and all other buildings had
been ransacked.

Compensation to Shipowners.

In regard to the detention of, and
damage done to British ships in Port
Arthur, the British Government has
intimated to the Russian Government that
it must pay all expenses incurred there-
from, including loss to owners while such
vessels are kept out of use.

Martial Law at Newchwang.

At Newchwang, where the Russians
have put thirteen guns in position and have
erected signal towers, the force of its being
still a treaty port is at last at an end, says
the N.C. *Daily News*. Russia has pro-
claimed martial law there, and our telegram
shows the extraordinary way in which the
civil administrator's promise to promote
trade is being fulfilled.

Who was he?

A PECULIAR CASE.

A Death at Sea.

Captain W. Angus, of the French steamer *Kong Nam*, trading between Hongkong and Kanton, reports that during his last trip from Hongkong, a few days ago, the chief engineer, a Frenchman, named L. G. F. Priore, met his death through drinking poison.

The deceased, it is alleged, had been drinking and after the steamer had left Hongkong, and was near Capismun, he mistook a bottle of poison for his usual drink, and drank some of it. He immediately realised his mistake and rushed up to the Captain, crying, 'I have poisoned myself!' The Captain administered an emetic which caused Priore to vomit. Thinking that the emetic had been successful the Captain continued on his way, but on the following morning Priore was dead. The affair was reported to the French Consul, and the body was brought back to Hongkong and given to the police. It was then taken to the public mortuary.

The nature of the poison has not been ascertained as yet, but the analysis of the remaining contents of the bottle will set that at rest. The deceased was 38 years of age.

CANTON NOTES.

(An Occasional Correspondent.)

Canton, April 2.

An interesting meeting of the Canton Missionary Conference was held on Wednesday at the residence of Miss Noyes, Kuk Tau. Rev. E. Z. Simmons, D.D., of the American Baptist Mission, read an essay on 'Chapels and Public Worship.' It is significant of the progress that Christianity is making in these provinces that there is a growing demand for larger and better places of worship. A new stage of missionary work is beginning. Street preaching halls are no longer the main means of spreading the Gospel. Christianity is no longer the main reason that people attend Christian services. There is everywhere more intelligent interest in Christianity. Statistics presented to the Conference showed large accessions during the past year. The total number of Church members in this Province has more than doubled during the past two years.

For a death trap of the first order mounted on the average Chinese passenger boat. From one cause and another, accidents are frequently occurring. Yesterday morning, Dr. Swan, one of the regulars of one of the Chinese passenger boats, was the scene of an accident about two miles below Canton. A passenger boat, with about sixty passengers on board, was overturned by the wind, and about a score of persons lost their lives. Some were breathing when taken out of the water, but all were dead when Dr. Swan arrived.

The telephone system is being rapidly extended. There are already many subscribers. The tariff is four dollars per month.

CORRESPONDENCE.

SHORTHAND.

To the Editor of the 'China Mail.'

Hongkong, 2nd April, 1904.

DEAR SIR,—I find the following paragraph in the *Pittman's Phonetic Journal* for February 7 and September 12, 1903, with reference to the 'Up-to-Date' system of shorthand lately introduced into this colony, which no doubt will be of interest to photographers and others interested in shorthand:—

We observe that advertisement occupying much space and containing many extraordinary assertions are appearing in the Australian newspapers relative to 'the new shorthand.' A discreet silence is observed about the authorship, but the system is that which is not altogether 'new' in this country, where it has long been known as 'Swiftography.' Any Australian photographers, who wish to learn more about the new system, should write to Bath for a copy of our review.

In various parts of the British Empire beyond the seas a great deal has been heard of late about a 'system' of shorthand for which wonderful things are claimed. When we first heard of it, the 'system' being lavishly advertised in Australia as 'the new shorthand,' but the leading organs of the Australian Press did not hesitate to denounce it and the methods employed by its promoters in the strongest terms. Soon afterwards the 'New Shorthand' was introduced to Cape Colony, where its claims were vigorously refuted by local photographers. Now it makes its appearance in India as 'Up-to-Date Shorthand.' Under the name of 'Swiftography' it has been universally adopted here, and many other assertions put forward in its behalf in distant parts of the Empire, are devoid of foundation. We shall be glad to send copies of our review of the 'system' to any Indian photographers. Yours, etc.,

X. Y. Z.

Naval Yard Extension.

At the Hongkong Hotel on Saturday night, a dinner was given by Messrs. Panchard Lowther and Co., the contractors, to some sixty members of the Admiralty and their own staff to commemorate the laying of the first stone in the Graving Dock. Mr. J. L. Houston occupied the chair, the principal guest being Mr. Owen Ordish, the Superintendent Civil Engineer. A very pleasant evening was spent, enlivened by speeches and songs.

VICTORIA RECREATION CLUB.

Athletic Sports.

Patrons.—His Excellency Mr. F. H. May, C.M.G.; His Excellency Major-General Villiers Hutton, C.B.; His Excellency Vice-Admiral Sir Gerard Noel, R.N., and Commodore C. G. Dickson, R.N. Committee.—Mr. Arthur Chapman, Chairman; Messrs W. Armstrong, W. S. Bailey, G. A. Caldwell, W. A. Crake, E. M. Hazeland, W. G. Humphreys, Thos. Meek, E. W. Mitchell, and A. Rodger. Judges.—Messrs W. Armstrong, Lieut. J. P. Shipton, R.N., E. W. Mitchell, Lieut. Macdonald, R.G.A., and A. Rodger. Handicappers.—Messrs T. Meek, F. White, Dr. F. H. Kow, and Lieut. Macdonald, R.G.A.

Clerks of the Course.—Messrs F. Lamert, W. A. Crake, R. H. B. Mitchell, and T. Meek.

Stewards.—Mr. G. A. Caldwell and E. M. Hazeland.

Time-keeper.—Mr. R. H. Stephenson.

Lap-keepers.—Mr. F. W. White and Mr. C. F. A. Hance.

Hon. Treasurer.—Mr. R. H. B. Mitchell.

Active Hon. Secretary.—Mr. Harold C. Austen.

The preliminary heats for these Sports (which are taking place this afternoon at the Happy Valley) were run off on Saturday. The following were the results:—

100 YARDS FLAT RACE (Handicap).—First prize presented by Dr. F. H. Kow. To be won three years before becoming the property of a Competitor. First prize presented by the China Sugar Refinery Club: second presented (25 Entries). First and second in each heat to run in the final. Finalists: F. H. Kow, R. H. B. Mitchell, and E. M. Hazeland.

200 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

400 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

800 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

1600 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

3200 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

6400 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

12800 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

25600 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

51200 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

102400 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

204800 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

409600 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

819200 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

1638400 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

3276800 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

6553600 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

13107200 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

26214400 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

52428800 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

104857600 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith. Second prize presented (31 Entries). Previous winners were: 1898, J. M. Y. de la Rouviere; 1899, Lieut. F. H. Hall; and 1900, R. Lapeley. First and second in each heat to run in the final.

A SAD CASE.

In the Supreme Court at Shanghai on the 28th ult., before Sir Hiram S. Wilkinson, Chief Justice,

John William Stewart was indicted for stealing a bicycle, the property of Alfred William Whitlow; and for retaining it, well knowing it to have been stolen.

Mr. W. A. C. Platt prosecuted for the Crown.

Prisoner pleaded 'not guilty' to the first indictment; 'guilty' to the second.

He said—I am not guilty of stealing the bicycle from the Club. I consider myself guilty of retaining the bicycle after it came into my possession.

Mr. Platt, on behalf of the Crown, said he would accept the prisoner's plea of guilty on the second charge.

His Lordship (to prisoner)—Have you anything to say why sentence should not be passed upon you?

Prisoner—I have to say that it was Burns' night, and we were keeping the festival as usual. We were singing—'one thing and another—Scotch songs, and I drinking to the memory of Burns, and I got too much that night, and went with a few friends to the hotel about 10 o'clock. I went down to the Club and heard a speech and song. My friend came out with me and lifted the bicycle. He took it along the Canton Road, but could not ride it. He said: 'Do you think you can manage it?' I managed to get a few trials to ride it about 10 o'clock, and did not see him again until next day.

In reply to His Lordship, prisoner said he was well known in Shanghai, but none of his friends were present. Mr. Platt, if he might use his name, knew him.

When I first knew the prisoner, my Lord, he was captain in the steamer *Amphip*, service. I think he was a most respectable member of society—a kind friend to all those who travelled on his ship. I have lost sight of him since then. He seemed to have gone down hill from what cause I do not know. Drink must have been the cause of it, but I do not know. I do not know what led him to drinking I do not know. This is the first charge that has ever been known against him.

His Lordship—I have looked through the depositions. Can you (speaking to prisoner) get securities? Is there any person in Shanghai prepared to go surety for your good behaviour?

Prisoner—I think so, sir.

His Lordship—Then I will adjourn until to-morrow morning. If you can find persons prepared to be surety for you, I am prepared to take a certain course.

HONGKONG SHARE REPORT.

In their weekly share report, dated 31st March, Messrs Benjamin, Kelly and Potts state:

To-morrow being Good Friday and a bank holiday, we are printing our Circular a day earlier than usual. During the week, the market has shown considerable activity and in most of our principal stocks, business has been done at enhanced rates.

Banking.—Hongkong and Shanghai Banks have considerably improved after sales at 80 1/2 and 80 1/4. In London, the stock has risen to 80 1/2. In London, the stock has risen to 80 1/2.

Marine Insurance.—Unions have again been dealt in at 97 1/2 and are still in demand. China Traders are valued at 85 1/2. North China remain unchanged at 81 1/2. Canton continues, Hongkong Fires have been broken at the advanced rate of 82 1/2.

Five Insurance.—In London, the stock has risen to 80 1/2. In London, the stock has risen to 80 1/2.

Shipping.—Hongkong, Canton and Macao Steamships have risen to 80 1/2 and are in demand at the price. In London, the stock has risen to 80 1/2.

Refineries.—China Sugars have strengthened their position, and are in request at 11 1/2, after sales at 11 1/4 and 11 1/2. Perak Sugars have buyers at 11 1/2.

Wharves and Godowns.—Hongkong Wharves and Godowns are steady at 14 1/2. Wharves and Godowns are steady at 14 1/2.

Land, Hotels and Buildings.—Hongkong Land is quiet at 14 1/2. Hotels and Buildings are steady at 14 1/2.

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THE RUSSIANS AND BRITISH COLLIERS.

Ten Days in the Hands of the Russians.

The coal ship *Frankly*, which arrived here last night (says a recent issue of the *Times of Ceylon*), and left for the Far East late this afternoon, had an exciting experience at the hands of the 'Phantom Squadron.' The *Frankly* was seized and detained by the Russians for ten days and only released in the end on the directions of the Squadron of Russian war vessels.

The Squadron of Russian war vessels, the *Frankly* was seized, so far as the people on the *Frankly* could make out, of a cruiser and cluster of torpedo-boats. 'They kept running about,' was the description given on board, 'like a dog, like a black cat, and they made it a point to have a look at us, and if necessary stop, all ships passing outside.'

The *Frankly* is going out to the Far East with a large quantity of coal from Cardiff, and she exposed to have to submit to a visit. But what really happened was 'rather beyond our anticipations. She was jogging along down the Gulf of Suez on the afternoon of the 21st February, when they saw the warships. A torpedo-boat detached itself from the cluster some little way ahead, and steamed rapidly up to the *Frankly* and hauled her up. After some minutes

the CHALLENGER STEAMER CAME TO A HALT, and she was boarded by a couple of officers from the ship, who demanded to know who she was and where she was going. These questions were answered, but the replies did not allay the suspicions of the Russians, who after going through her papers, said they must detain her, and taking formal possession of the ship, ordered her back within 30 miles south of the port of Suez.

THE CAPTAIN PROTESTS.

The Captain, of course, protested against the detention of the vessel, but the Russians made no reply to this.

The *Frankly* was told to anchor at the spot where she was detained and did so, and there she was kept from the afternoon of the 21st February till the afternoon of the 29th, when she was released and allowed to go on her way.

Captain W. R. Kidd is probably aware that influences were at work to secure the release of the ship, but, seen by a *Times* man to-day, he said he was sorry he did not feel at liberty to say anything.

The detention and release of a ship after ten days, however, is not a matter which it is easy to keep close and our representative found opportunities to elicit information helping to fill in the outline of Captain Kidd's bad statement.

The *Frankly* it is hardly a secret—is, or at any rate was at that time, carrying coal to Japan.

and her bunkers are filled with the best Welsh coal. The *Frankly* had heard of the ship's cargo which Russia, as Reuter recently told us, declares must be classed as contraband of war. The *Frankly* was seized, ship's cargo and all, as a prize.

There is many a ship, however, between seizure and confiscation and the Russians found that to detain the *Frankly* was not to capture her. First of all the Egyptian Government to Suez. The *Frankly*'s own-ers, Messrs. Marhall & Co., kept the wires busy with protests and explanations. For one thing, it was denied that the coal was for Japan. The ship, it was alleged, was going to Hongkong 'for orders' which might mean that she might unload there or go on to Shanghai or elsewhere.

IN A HOLE.

It would do the Russians no good to keep the ship in the Red Sea nor bring her out into the Indian Ocean. Whereupon the Russian Government decided that the ship should be released, but the cargo of coal they could not bring themselves to take their hands off. The Egyptian Government, however, would not allow the coal to be landed anywhere on Egyptian territory, for it was contended that to allow this would amount to a breach of neutrality. For this reason

THE CHARGE OF THE RUSSIANS

who had captured the ship was so great that, when they came to announce her release, they forgot to add the formality of an apology for the detention. For this, however, the *Frankly*'s expression of regret. It is believed that a claim for damages has already gone to Russia for a substantial amount, representing the loss consequent on demurrage.

The crew of the *Frankly* took their unusual experience very quietly, and there was no excitement betrayed either on the ship or on shore.

The *Frankly* discharged a crew of 47 men and took on 40 new men at this port. She was to sail at 4 o'clock this afternoon for Hongkong for orders.

International Rugby Football.

The following special telegram, dated London, 20th March, is published by the *Times of Ceylon*:—

There was a tremendous attendance at Inverleith to witness the Scotland and England International Rugby match. The game was a splendidly contested one throughout. Orrible scored the first try for Scotland. It was not converted. Then Vinyan got over for England. Over the goal-kick England had hard lines, for the ball struck the cross-bar. Then MacDonald scored the second try for Scotland, which gave his side the victory. Score:—Scotland... 2 tries—6 points England... 1 try—3 points

What it will do.

Pain, Balm, heals, bruises, burns, and scalds in less time than any other treatment. It is 'Antiseptic,' that is, it prevents putrefaction, and by so doing generally prevents an unsightly scar remaining after the injury is healed. For lame back, lumbago, and neuralgia, Pain Balm has no equal. It has the quality of 'getting to the right spot.' No suffering from these distressing affections should be left to its remedy. One application is sufficient. Try it. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

Children when Teething.

HAVE more or less diarrhoea, which cannot be checked effectually, as the cause cannot be removed; but the diarrhoea can and should be controlled by giving Chamberlain's Colic and Diarrhoea Remedy, and an occasional dose of castor oil to cleanse the system.

During the summer months children are subject to the disorders of the bowels and should receive the most careful attention. As soon as any looseness of the bowels is noticed, Chamberlain's Colic and Diarrhoea Remedy should be given. Get a bottle to-day; it may save a life. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

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TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

U. S. WARSHIPS AT SINGAPORE.

(From Our Own Correspondent.)

SINGAPORE, April 4.

The United States flotilla of torpedo-boats has arrived, escorted by the *Buffalo*.

The 'Mandjour' Case.

The N.O. Daily News of the 28th ult.

states: The Shanghai Tootal received on Saturday evening a dispatch from the Waiwupu stating that the Russian Minister, M. Lessar, had at last consented to the following in regard to the *Mandjour*: Either that the cruiser be relieved of important portions of her steering gear and propelling machinery and fire-arms, or if this is not done, that the *Mandjour* be tied up close to a jetty and her crew landed and housed elsewhere. The foregoing being done, the Japanese cruiser *Akikabuma* must leave Shanghai within twenty-four hours afterwards, failing which the *Mandjour* will be re-armed and refitted as at the beginning of the negotiations. There is no doubt, however, that having obtained the final disarmament of the Russian gun-boat, the Japanese cruiser will not fail to leave Waiwupu in accordance with the terms agreed upon.

To-day's Advertisements

HONGKONG GYMKHANA CLUB.

PROGRAMME OF THE FIRST MEETING.

TO BE HELD AT THE HAPPY VALLEY.

ON SATURDAY, 23rd APRIL, 1904.

4 p.m. 1. THE GRANTHAM CUP.—Presented by Mr. Buck, Esq. For all subscription griffins of any season that have never won an official race. Weight for griffins as per scale. Un-der 11 stone. Jockeys' penalties and allowances as per Race No. 1. Entrance 55. From the two mile post once round and in.

5 p.m. 2. THE EAST POINT CUP.—Presented by the Hon. C. W. Dickson. For all China Ponies. Weight for ponies as per scale. Penalties and allowances as per Race No. 2. Jockeys' penalties and allowances as per Race No. 1. Entrance 55. From the two mile post once round and in.

6 p.m. 3. THE 'TIGHER' CUP.—Presented by G. C. C. Master, Esq. For all China Ponies. Weight for ponies as per scale. Penalties and allowances as per Race No. 2. Jockeys' penalties and allowances as per Race No. 1. Entrance 55. From the two mile post once round and in.

7 p.m. 4. THE GYMKHANA CLUB CHALLENGE CUP.—Value \$5, (not less than \$200). For all China Ponies. Weight for ponies as per scale. Penalties and allowances as per Race No. 2. Jockeys' penalties and allowances as per Race No. 1. Entrance 55. From the two mile post once round and in.

8 p.m. 5. THE 'PRIMROSE' CUP.—Presented by J. H. Lewis, Esq.—For all China Ponies that have won no flat race of any description since the last January, 1904. Weight for ponies as per scale. To be ridden by Jockeys that have not won an official race in Hongkong or China. Entrance 55. Half mile.

9 p.m. 6. THE 'PRIMROSE' CUP.—Presented by J. H. Lewis, Esq.—For all China Ponies that have won no flat race of any description since the last January, 1904. Weight for ponies as per scale. To be ridden by Jockeys that have not won an official race in Hongkong or China. Entrance 55. Half mile.

10 p.m. 7. THE 'PRIMROSE' CUP.—Presented by J. H. Lewis, Esq.—For all China Ponies that have won no flat race of any description since the last January, 1904. Weight for ponies as per scale. To be ridden by Jockeys that have not won an official race in Hongkong or China. Entrance 55. Half mile.

11 p.m. 8. THE 'PRIMROSE' CUP.—Presented by J. H. Lewis, Esq.—For all China Ponies that have won no flat race of any description since the last January, 1904. Weight for ponies as per scale. To be ridden by Jockeys that have not won an official race in Hongkong or China. Entrance 55. Half mile.

12 p.m. 9. THE 'PRIMROSE' CUP.—Presented by J. H. Lewis, Esq.—For all China Ponies that have won no flat race of any description since the last January, 1904. Weight for ponies as per scale. To be ridden by Jockeys that have not won an official race in Hongkong or China. Entrance 55. Half mile.

1 p.m. 10. THE 'PRIMROSE' CUP.—Presented by J. H. Lewis, Esq.—For all China Ponies that have won no flat race of any description since the last January, 1904. Weight for ponies as per scale. To be ridden by Jockeys that have not won an official race in Hongkong or China.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

With regular service to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
YAMA, Via SHANGHAI, MOJI & KOBÉ (passing through the INLAND SEA).	Formosa, B. H. W. Snow	About 5th April.	Freight and Passage.
LONDON, &c.	Ballarat, C. R. LONDON, R.N.R.	Neon, 9th April.	See Special Advertisement.
SHANGHAI.	Malta, C. I. DANIEL	About 9th April.	Freight and Passage.
LONDON & ANTWERP, Via SHANGHAI, MOJI, KOBÉ, PANG, CL'BO, PORT SAID & MARSEILLES.	Malacca, A. F. SNEY	About 13th April.	Freight and Passage.

For further Particulars apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, March 30, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS in the INLAND SEA, & BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

CLOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Brigandine*, Capt. Schmitz, 12th April, 1904. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Suevia*, Capt. Van Dorben, 25th April, 1904. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Arcturion*, Capt. G. J. VAN DER, 3rd May, 1904. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Yndia*, Capt. G. J. VAN DER, 17th May, 1904. Freight.

FOR HAVRE AND HAMBURG.

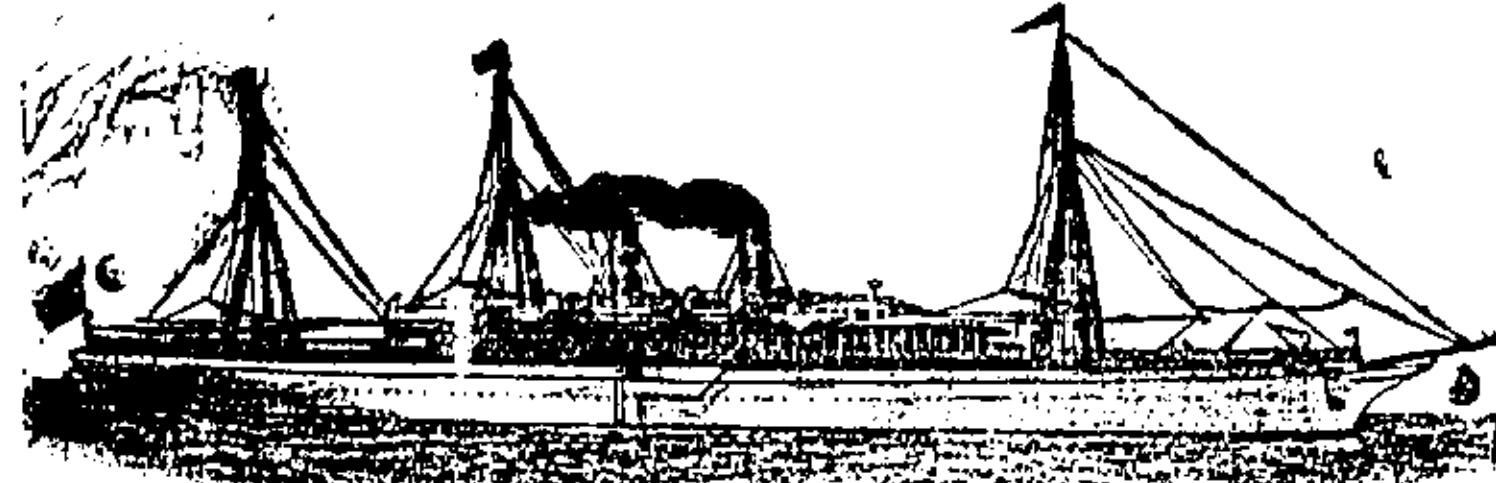
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Arcturion*, Capt. G. J. VAN DER, 1st May, 1904. Freight.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

115-9 (Telephone Building, No. 1).

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.

VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C. SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots. Sailing 8 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG—Subject to Alteration:
R.M.S. *EMPEROR OF INDIA* 6000 Tons WEDNESDAY, April 20, 1904.
R.M.S. *ATHENIAN* 3882 Tons WEDNESDAY, April 27.
R.M.S. *EMPEROR OF JAPAN* 6000 Tons WEDNESDAY, May 11.
R.M.S. *TARTAR* 4425 Tons SATURDAY, May 21.
R.M.S. *EMPEROR OF CHINA* 6000 Tons WEDNESDAY, June 1.

Hongkong to London, 1st Class, via St. Lawrence £60, via New York £62. Intermediate on Steamers, £40, £42, and 1st Class Rail, £40, £42.

THE magnificent "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN COUVER (B. C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, PEDDER STREET.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBÉ & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
NICOMEDIA	4371		April 14, 1904.
ARABIA	4483		
AROGONIA	5198		
NUMANTIA	4370		

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, March 29, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, Via SWATOW AND AMOY.	TRITON, Capt. H. KRAFF	WEDNESDAY, April 6, at 10 a.m.
TAMUL, Via SWATOW AND AMOY.	FRITHJOF, Capt. H. A. HANSEN	SUNDAY, 10th April, at 10 a.m.
FOOHOOW, Via SWATOW AND AMOY.	TRIUMPH, Capt. A. HANSEN	WEDNESDAY, April 13, at 10 a.m.
TAMUL, Via SWATOW AND AMOY.	M. STRUVE, Capt. T. BRANDT	SUNDAY, 17th April, at 10 a.m.

On account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its special designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, April 4, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	JASON	9th April.
GLASGOW AND LIVERPOOL	ACHILLES	10th April.
GLASGOW AND LIVERPOOL	ACHILLES	10th April.
GLASGOW AND LIVERPOOL	HYSON	17th April.
GLASGOW AND LIVERPOOL	TRIMETHEUS	24th April.
GLASGOW AND LIVERPOOL	DEVALON	1st May.
GLASGOW AND LIVERPOOL	ULYSES	7th May.
GLASGOW AND LIVERPOOL	DARDANUS	13th May.

The S.S. JASON leaves Singapore on 4th inst., and is due here on 9th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	MACHAON	12th April.
GENOA, MARSEILLES & LIVERPOOL	IONENEUS	14th April.
LONDON & ANTWERP	TELENACRUS	26th April.
LONDON & ANTWERP	JASON	10th May.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	20th May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA N'KI, KOBÉ & YOKOHAMA.	HYSON	19th April.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 4, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	WHAMPOA	5th April, 4 p.m.
MANILA	Kaipong	6th April, 4 p.m.
OPBU AND HOLOLO	Wagon	7th April, 4 p.m.
SWATOW AND TIENHSIN.	Chiang	7th April, 4 p.m.
PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELB URNE	CHINGTU	8th April.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, April 2, 1904.

IMPERIAL GERMAN MAIL LINE

NORDEUTSCHER LLOYD.—BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates, 1904.
HAMBURG	WEDNESDAY, 13th April.
PRINZ HEINRICH	WEDNESDAY, 27th April.
OLDENBURG	WEDNESDAY, 11th May.
BAYERN	WEDNESDAY, 25th May.
SACHSEN	WEDNESDAY, 8th June.
ZIETEN	WEDNESDAY, 22nd June.
SEYDLITZ	WEDNESDAY, 6th July.
ROON	WEDNESDAY, 20th July.
PREUSSEN	WEDNESDAY, 3rd Aug.
PRINZ REGENT LUITPOLD	WEDNESDAY, 17th Aug.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 13th day of April, 1904, at Noon, the Steamship HAMBURG, of the HAMBURG-AMERIKA LINIE, Captain BURMEISTER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 11th April, Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 12th April, and on WEDNESDAY, the 13th April, until Noon, on TUESDAY, the 12th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed 120 lbs. Net Weight in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.
BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA

VIA
SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
LYRA	4417	G. V. William	May 4.
TACOMA	2312	M. Ridley	May 13.
SHAWMUT	9666	W. M. Smith	May 21.

* Have no Second-class Passenger accommodation. Cargo only.

FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT, 9666 tons, Capt. W. M. Smith, About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUBINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, March 23, 1904.

Shipping.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewardesses carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	Manila Direct	April 9, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	April 16, at 10 a.m.
PERLA	1980	A. H. Netley		

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

Hongkong, April 2, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship HAICHING, Captain HONG, will be despatched for the above Ports on TUESDAY, 5th inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAIRAIR & Co., General Managers.

Hongkong, April 2, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; Also

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 5th April, 1904, at 1 p.m., the Company's Steamship ARMAND BEHIO, Captain FLANDY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, Via Ports of Call, WITHOUT TRANS-SHIPMENT.

This Steamer connects at COLOMBO with the Australian Line s.s. Oceanic, bound for MARSEILLES via Bombay and Aden.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 4th April. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, March 24, 1904.

FOR YOKOHAMA AND KOBÉ.

THE Steamship ARTEMISIA, Captain GRONMEYER, will be despatched for the above Ports on THURSDAY, the 7th April, at Noon.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, March 30, 1904.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TAINMANTA, &c.)

THE Steamship AUSTRALIAN, Captain McALPIN, will be despatched for the above Ports on FRIDAY, the 6th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, March 19, 1904.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, AND PORT SAID.

(Taking cargo at through rates to the BRITISH, INDIAN, SOUTH AMERICAN, PERSIAN, GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADELPHI Ports).

THE Company's Steamship TRIESTE, Captain MECOZZI, will be despatched as above on WEDNESDAY, the 20th April, at 10 a.m.

For information as to Freight or Passage, apply to SANDER, WHEELER & Co., Agents.

Princo's Building, Hongkong, March 23, 1904.

Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ HEINRICH, OF THE NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that these Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 5 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on WEDNESDAY, the 6th April, at 9.30 a.m.

All Claims must reach us before the 11th of April or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, March 30, 1904.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship Glenartney, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th April, will be subject to rent.

No Fire Insurance will be effected.

All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Co. within ten days after the Steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, March 29, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

To SAIL 1904.

SHIMOSA About Early May.

